

To-day's
Advertisements.

POSTPONEMENT.

AT the request of the ROYAL HONGKONG GOLF CLUB the SCHOOLS SPORTS are further POSTPONED until SATURDAY next, the 23rd of April, 1898.

WILLIAM BLAYNAY,
Hon. Secretary.

Hongkong, 19th April, 1898. [542]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"AFRIDI,"

Captain Golding, will be despatched as above TO-MORROW, the 20th instant, at Noon.

For Freight or Passage, apply to

DODWELL, CARILL & Co., Agents.

Hongkong, 19th April, 1898. [498]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Robson, will be despatched for the above Ports on THURSDAY, the 21st instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAIR & Co., General Managers.

Hongkong, 19th April, 1898. [544]

NAVIGAZIONE GENERALE ITALIANA, (FIORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

ALSO

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"LETIMERO,"

Captain Belsito, will be despatched as above on THURSDAY, the 21st instant, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage apply to

CARLOWITZ & Co., Agents.

Hongkong, 19th April, 1898. [533]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TEUCER,"

Captain Riley, will be despatched as above on THURSDAY, the 21st instant at 4 P.M.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th April, 1898. [530]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"

Captain Barwell, will be despatched as above on SATURDAY, the 23rd instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th April, 1898. [540]

EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND COPENHAGEN.

THE Company's Steamship

"SIAM,"

Captain C. Cold, will be despatched as above on or about the 30th instant.

For Freight or Passage, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 19th April, 1898. [541]

FROM CALCUTTA, PENANG AND SINGAPORE.

NOTICE TO CONSIGNEES.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 22nd instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside the vessel.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 19th April, 1898. [54-543]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BRINDISI,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Malabar Coast, ex S.S. Nawab.

Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 19th April, 1898. [1-17]

To-day's
Advertisement.

HONGKONG ODD VOLUMES SOCIETY.

EVENING MEETING.

THERE will be an EVENING MEETING of this SOCIETY, in ST. ANDREW'S HALL, at the CITY HALL, TO-MORROW, the 20th of April, at 8.00 P.M., at which experiments in Electrical Discharge and exhibitions of the Graphophone and Phonograph and Microscope will be held.

Ladies are invited and members may ask their friends.

HENRY K. POLLOCK, Hon. Secretary.

18, Bank Buildings, 19th April, 1898. [524]

Intimations.

DAKIN, CRICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to Hotels, Clubs, Messes and other Large Consumers.

no complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediaries profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and chemicals, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKY marked "X" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 19, 1898.

THE QUARANTINE FARCE.

Loud, long and bitter are the complaints that reach us regarding the manner in which the inspection of vessels is conducted by the medical authorities. It appears from the statements of our correspondents that a good deal of vexatious and wholly unnecessary delay is experienced in the quarantine ground off Stonecutters' Island, the medical officer calling on board new arrivals before passing those that have been at anchor for hours anxiously awaiting his appearance on the scene. It is probable in respect of the morning rounds that the Medical Officer, who commences duty at any time that suits him between 7 and 8 a.m., does not know the order in which the vessels arrived and takes no steps to ascertain. We certainly agree with our correspondent "Eyewitness" that the guiding rule should be "first come, first served." It is manifestly unfair, and causes unnecessary loss and inconvenience, to go rigidly upon the biblical principle and make the first go last. The least to be expected of the authorities is that the regulations if not dropped be enforced in as reasonable a manner as is possible; and if the vessels are inspected in the order in which they arrive here, one cause for grave complaint will be removed. The officer

in charge of the police steam pinnace that cruises about the quarantine ground all the morning probably notes the order in which the vessels arrive from Canton and other infected ports and he could guide the Medical Officer to the ships in proper rotation. The Doctors are well paid and they should do their duty as quickly and sensibly as possible.

Apart from the question of the order of inspection there is the more important one of the practical utility or otherwise of this delay and inspection of vessels. The whole business as at present conducted is no doubt a perfect farce. It would require half-a-dozen medical practitioners and a score or two of rough-and-tumble searchers to go through a ship properly; that is, to make sure no sick persons or corpses of children were concealed on board. The searchers would have to open boxes, turn over coals in the bunkers, hunt for bodies in the cupboards, boats and recesses of each ship and the Doctors would have to do their inspection in a very thorough manner, carefully examining the glands of each passenger. Female doctors should also be employed to carefully examine Chinese women and female children, of whom there are many carried as passengers in the Canton and Macao liners. Short of this, any inspection is ineffective. If the inspection cannot be carried out in a less farcical, vexatious, and unpractical manner than at present it would be better to give it up altogether. It is silly to suppose that any Chinese would come to Hongkong if they knew they were suffering from plague. They would infinitely prefer to die in their native land. And it is equally certain that rather than incur extra and costly delay in quarantine, some comrades of the Canton and Macao boats would do their utmost to conceal bodies until the vessel, after the usual hours' delay in port, returns to Macao or Canton. We are informed that it is no uncommon thing nowadays for corpses to be landed and buried at Canton; and we think it probable that some of them died on the way to Hongkong, their bodies were concealed while the ship was here and the comrades report each case only when the ship is near Canton, and then represent it as a recent occurrence.

Closely allied to this question of quarantine is the matter of obstructing the free egress of diseased persons from the colony. We think the action of the Sanitary Board in this connection very ill-advised. We should do all that lies in our power to get rid of plague patients and the greater the exodus of the lower and middle classes of Chinese at the present time the better will be the prospect of getting the city well cleaned and the plague suppressed. For heaven's sake let the victims of the plague go away as fast as they please, and if the wealthy Chinese come forward as they did in 1894 and offer to tow them away to China in properly equipped junks it is to be hoped that they will receive every encouragement to carry on the good work until we are completely rid of this awful scourge. The plague is now fairly raging at Canton and several districts of the Canton Delta and if the Chinese wish to go from the frying-pan into the fire it is no concern of ours. Our concern, our duty, is to get Hongkong clean as soon as possible and the best way to do that is to encourage emigration, not retard it by silly rules. It is no help to us to ascertain where the patient pretends to hail from; our own olfactory nerves are guide enough for the work we have to do.

REUTER'S MESSAGE.

SPAIN AND THE UNITED STATES.

LONDON, April 17th.

The Senate has adopted the Committee's resolution, with amendments, by 67 votes to 27, recognizing the republic of Cuba, but disclaiming any intention of exercising any sovereignty over the island except for its pacification, and asserting its determination to leave the Government to the inhabitants after peace has been established.

A deadlock of the two Houses is probable.

The United States have chartered four American Atlantic liners, eight regiments have been ordered to New Orleans, seven to Mobile and seven to Tampa.

The Spanish Cabinet has decided to convert the Spanish Transatlantic Co.'s steamers into warships.

Anti-American demonstrations have occurred in Spain.

PLAGUE STATISTICS.

During the 24 hours up to noon, 18th April, 27 new cases and 13 deaths from plague were reported, making the total since 1st January (108 days) 483 cases and 415 deaths.

LOCAL AND GENERAL.

A COOLIE who had laid felonious hands on the jacket of another was to-day sent in to pick oakum for six weeks.

Two Chinese boatmen, who did not know better than to make fast to the steamer *Powan* while under weigh, were to-day fined \$25 each.

THE returns of the number of visitors to the City Hall Museum for the week ended April 17th are—Europeans, 1923 Chinese, 2056; total 2,248.

FOR not having a light on their water boat P.C. Hammond to-day prosecuted Messrs. Lane, Crawford & Co. A fine of \$10, in default one month, was inflicted.

We notice that the American warships in port are being painted lead colour, on the hulls, spars and funnels. The yards are next done and generally it looks as if Uncle Sam's people are getting ready for the worst.

It is curious to note that two jurymen to-day refused to agree to a verdict of guilty of obtaining money with intent to steal and yet agreed to a verdict of guilty of stealing.

THE U.S. warships in port were half-masted to-day out of respect for the late Boatwale's mate Grant of the *Boston* who died at the Government Civil Hospital yesterday evening from typhoid fever.

A "JAO" in Square Street last night cost a Chinaman \$7 at the Magistracy to-day. In addition to being drunk and disorderly he "biffed" a Chinese constable to whom he was ordered to pay \$2 compensation. An alternative of twenty-eight days was given by Capt. Hastings.

FOUR Chinese belonging to the steamer *Mongkut* were to-day charged with stealing salt fish from the vessel. Mr. J. Reid, chief officer, prosecuted, and the accused, who pleaded guilty, were sent for forty-two days where they will have something else to think about besides pilfering other people's fish.

AMONG the passengers who left here to-day by the *Doris* is Mr. C. T. Robinson of the Electric Light Works, who is going to Shanghai on a well earned holiday. The people on the *Doris* will be axious to know whether our own C. T. has brought his little "brok" with him. It will be race time up north soon.

THE result of the 7-P. Gun Competition of the Volunteer, held at Repulse Bay on Saturday, 16th inst., is as follows:—Lt. Macchell's section (Sergeants G. C. Hayward and J. Armstrong numbers 107 and 142 points for shooting and 70 for time, fire discipline and drill, total 222—winners. Lt. Stude's section is second with 210 points, and Lt. McDonald's third with 89 points.

A SPECIAL session of Justices of the Peace, consisting of Capt. Hastings, R.N. and Mr. C. W. Duggan was held at the Magistracy to-day.

The application of Gustave Newbrunn, licensee of the *Land we Live in* Hotel, Queen's Road Central, for the transfer of his licence to his daughter Regina Newbrunn was granted. Ivor Silberman, licensee of the Grand Hotel, Queen's Road Central was also granted permission to transfer his licence to his wife during his absence in Europe.

SANITARY Inspector F. Allen to-day prosecuted a Chinaman named Lo Chi San, for disorderly behaviour and obstructing him to the execution of his duty. The Inspector had given defendant notice that he would have to remove his furniture from his house in Station Street, while the place was being lime-washed. Defendant afterwards said he had permission to clean the premises himself, and resisted the Inspector, ordering him and his coolies into the street. A fine of \$10 was imposed.

At a special meeting of the Sanitary Board this afternoon, it was decided, after a long discussion, on the motion of the Captain Superintendent of Police, that the committee of the Tung Wah Hospital be asked to appoint a branch hospital at Kennedytown on a site to be selected by the board, where patients could have the option of Chinese or Western treatment and that the board officers should have control over burials, treatment of visitors and disinfection of premises. The meeting, on the motion of Dr. Clark, resolved the resolution of the 18th inst. dealing with the immigration of plague patients from the Colony. The Government are also to be asked to sanction the employment of more police, military and Chinese for the cleansing work in 5 and 6 districts.

THE LATE DR. LEGGE.

PROPOSED MEMORIAL.

A Committee has been formed with the object of erecting a memorial tablet in the Union Church to the memory of the late Dr. Legge, the founder and first pastor of the Union Church. Subscriptions will be received by the Hon. Treasurer, Mr. D. R. Crawford, or the Hon. Secretary, Mr. Alexander Mackenzie, or may be put into special envelopes obtainable from the Committee and deposited in any of the boxes at the Church doors. Should there be any balance after defraying the expenses of the tablet—which is reckoned to cost about \$500—it will be applied to any of the Church funds at the discretion of the Committee. Although twenty-five years have elapsed since Dr. Legge ceased his connection with Hongkong, we have no doubt that there will be a worthy response to this appeal to keep in memory the valuable services rendered to the Church by the deceased Doctor.

As it is many years since Dr. Legge ceased his labours in this Colony, we give a short sketch of his career here for the information of those who have not the honour of his acquaintance. Dr. Legge came to Hongkong in 1843, a missionary of the London Missionary Society, which was then the only British Missionary Society in China. After residing here for about twelve months, various circumstances forced upon his mind the desirableness of there being a place of worship in the island in which Protestants of all denominations and of different countries might unite and observe the doctrines of Christianity without reference to minor differences in point of doctrine and Church order. At a consultation with his colleagues, an appeal was made to the foreign community and to the first Union Chapel came into existence in 1844. In 1861, under the guidance of Dr. Legge, steps were taken towards the erection of a new chapel and the Church records show that the Annual Congregation Meeting in 1865 was held in the new building. In 1865 Dr. Legge stated to a meeting of the congregation that for the last seven years there had been no agent of the Society resident in Hongkong; and that for five years the discharge of all the responsibilities of the Society had devolved upon himself, while little or no occasional assistance in the English Services had been received from others, as had been anticipated in 1844. When in 1867 Dr. Legge had to bid farewell to Hongkong, his testimony was borne by the congregation of the

Union Church to his abundant labours. In 1870 Dr. Legge returned to Hongkong on a three years' engagement "to take the pastoral charge of the English Church," and he was heartily welcomed back. At the annual congregational meeting in 1873 resolutions were passed again testifying even more strongly than before to the sense of indebtedness of the Union Church congregation to Dr. Legge for the present prosperity, and in general to the great success which had attended his work in the Far East. It may be mentioned that until his death in November last, he held the Chair of Chinese in Oxford University.

"THE LIFE OF NELSON."

LECTURE BY MR. J. J. FRANCIS, Q.C.

Mr. J. J. Francis, Q.C., delivered a lecture on "The Life of Nelson and the lessons to be learned from it," under the auspices of the local branch of the Navy League, in the Chamber of Commerce Room, City Hall, last evening.

Capt. Hastings, R.N. presided and there was a good attendance, including a number of ladies.

In introducing the lecturer, the Chairman said he was well-known to all of them, and he had no doubt he would give them some very useful lessons to be drawn from the life of Nelson. He was glad to see the progress of the Hongkong branch of the Navy League which now had 172 members and 33 associates, making 207 in all as against 113 at the annual meeting last year. (Applause.)

Mr. Francis said his address was taken for the most part from Captain Mahan's "Life of Nelson," a work which he believed would stand for years, if not for ever as the standard history of Nelson. The lecturer said that Nelson was born on the 29th September, 1758 and was killed at Trafalgar at the age of 55 and practically the experiences of his life were summed up in his last twelve years. Mahan divided Nelson's life into two great epochs, the first of them being the Battle of the Nile. The preparations for the study of the life of Nelson Capt. Mahan said were simply the complement of his previous studies of the influence of sea power on the world's history. Nelson, the writer said, was the one man who, in himself, summed up and embodied the greatness and the possibilities which were comprehended by sea power, and one for whom genius and opportunity worked together to make him the pre-eminence of Great Britain's naval power. The lecturer referred to the association of the names of Wellington and Napoleon and said that Captain Mahan emphasized the fact that the great antagonist of Napoleon, and by whom were given the most serious blows to his power, the man who successfully opposed and confronted him at the principal points of his career was Nelson. Mahan considered Nelson throughout his life and placed him side by side with Napoleon. Nelson conquered in himself that period in the history of the world in which Great Britain reached its crowning point. Next the lecturer referred to Napoleon's threatened invasion and the presence of the British fleet in Toulon, with Nelson in command and he dealt at length with other features in the first great campaign of Napoleon, bringing the history down to England's reply to Austria by Trafalgar, a battle which saved us for ever annihilated the combined navies of Spain and France. After this the Duke of Wellington successfully opposed the French on the Peninsula and he also invaded the south of France and, the lecturer said, that his victory at Waterloo was mainly because Nelson had made British the masters of the seas. Had that supremacy not been established it was certain that our forces could never have entered the Iberian Peninsula, or have maintained their position there with provisions and ammunitions. Mr. Francis proceeded to point out in graphic language the many lessons of duty to be learned from the life of Nelson and he also told in interesting fashion many of the historic facts of his career. As to Capt. Mahan's work he strongly advised all interested in the Navy League and matters appertaining to the Navy to discard all other lives of Nelson and like him, study this work by Capt. Mahan. On concluding his lecture Mr. Francis was loudly applauded.

On the motion of Capt. Anderson, seconded by Mr. Hamilton Sharp, a hearty vote of thanks was accorded Mr. Francis for his interesting lecture and the proceedings terminated.

HONGKONG GENERAL CHAMBER OF COMMERCE.

The monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, was held at 3 p.m. on Tuesday, the 12th April. Present: Messrs. R. M. Gray (Chairman), G. B. Dodwell, A. Haupt, J. J. Bell-Irving, T. Jackson, N. A. Siba, T. H. Whitehead, and R. C. Wilcox (Secretary).

MINUTES.

The minutes of the previous meeting (held 16th March) were read and confirmed.

MR. W. J. EDE.

The Chairman said—Before proceeding to business I should like to mention that at the general request of the committee, Mr. Ede was invited to give on the 6th inst. of his advice and assistance at this meeting. I am, however, sorry to say that Mr. Ede is unable to do so, and I am sure that you all agree with me that we cannot allow his name to be dissociated from the committee without expressing our high opinion of the valuable assistance he has been to us during the six years since he first joined the committee, and I now propose that the Secretary be instructed to write him in the name of the committee a letter of acknowledgment of his valuable services with our kindest good wishes for his future health and happiness. I am sure that we shall greatly value his sound opinion and liberal views on all matters.

Mr. Jackson—I have great pleasure in seconding that resolution. I can fully endorse all that the Chairman has said about Mr. Ede, and I am sure we all greatly regret his loss. Personally I have always considered Mr. Ede a pillar of strength in the committee.

The resolution was adopted unanimously.

APPOINTMENT OF COMMITTEES.

The Chairman proposed that the Arbitration Committee should remain as last year, with the substitution of Mr. Haupt's name for that of Mr. Jackson. Mr. Haupt, Messrs. J. J. Bell-Irving, G. B. Dodwell, A. Haupt, N. A. Siba, and T. H. Whitehead.

It was agreed to.

It was further agreed that the Corresponding Committee should consist of Messrs. R. M. Gray, Herbert Smith, T. Jackson, and H. A. Killick.

INTERNAL TAXATION OF FOREIGN MERCHANDISE.

CHANDLER

On the subject of the *two* tax I shall write in a separate letter.
I am, Sir,
Your obedient servant,
(Signed) BYRON BRENNAN,
Consul.

The Chairman, The Hongkong General Chamber of Commerce, Hongkong.

H. B. M.'s Consulate, Canton, 18th March, 1898.

Sir,—It will be of interest to your Chamber to learn that the Viceroy of the two Kwang Provinces has abolished the syndicate which farmed the collection of *two* tax on kerosene oil. The Viceroy's order states that this is done by direction of the T'ung-shi Yamen and that in future the collection of the *two* (destination) tax must be controlled by Government officials.

I am, Sir,
Your obedient servant,
(Signed) BYRON BRENNAN,
Consul.

The Chairman, Hongkong General Chamber of Commerce, Hongkong.

Hongkong General Chamber of Commerce, Hongkong, 22nd March.

Sir,—I beg leave to acknowledge receipt of your letter (No. 50) of the 18th inst. in reply to the Chairman's letter of the 17th, making certain inquiries, namely, with regard to the reported new regulations for the sale of *two* of foreign goods under transit pass, and whether any progress had been made in the case of Mr. Wille.

I have to thank you for the promptitude of your reply, and to express, on behalf of my Committee, their satisfaction with the announcement in reference to the modification of the transit pass regulations. They trust, however, that with the endorsement of the quality of goods sold on *two* on the transit pass, the names of the buyers will not be required, as such a condition would go far to nullify the value of the condition.

With regard to the sale of coal to Mr. Watts the Committee trust that the Viceroy will accept no further delays on the part of the Fu Chien Magistrate in forwarding an explanation of his conduct.

I am, Sir,
Your obedient servant,
HERBERT SMITH,
Vice-Chairman.

Byron Brennan, Esq., C.M.G., H.B.M.'s Consul, Canton.

Hongkong General Chamber of Commerce, Hongkong, 22nd March.

Sir,—I have the honor to acknowledge, with thanks, receipt of your despatch of the 18th inst. announcing that the Viceroy of the two Kwang has abolished the syndicate which farmed the collection of *two* tax on kerosene oil, and my Committee note, with much satisfaction, that directions have been given by the T'ung-shi Yamen that the practice of farming taxes is not to be repeated.

I am, Sir,
Your obedient servant,
HERBERT SMITH,
Vice-Chairman.

To Byron Brennan, Esq., C.M.G., H.B.M.'s Consul, Canton.

H. B. M.'s Consulate, Canton, 21st March 1898.

Sir,—In my letter of the 18th inst. I promised to write separately on the subject of the *two* (destination) tax.
I have been supplied by the Canton Authorities with a list of all existing *two* stations and with a tariff of the *two* charges. In this province there are forty-nine *two* stations; the tariff contains seven hundred and fifty on which a specific tax is levied in all unencumbered goods the tax is two per cent, *ad valorem*. The imports in which foreign goods are interested nearly all come to the unencumbered class.

The principle on which *two* is collected is this. At the first barrier encountered goods pay one *two* at the next barrier on *two* again one *two*, and then no more until the last barrier before the destination, when the final *two* called *two* (destination tax) is levied. Thus in the one province goods should be called upon to pay more than three *two*, or about 6 per cent. This is the established rule, but I need hardly say that it is not followed in practice.

On ordinary merchandise, by which I mean such as is not under transit pass, the three *two* are collected from the person in charge of the boat, and the receiver of the goods at destination has nothing to pay. In order, however, to meet the case of transit pass goods, the officials now explain that the *two* or destination tax is properly leviable from the consignee, and that it is voluntarily paid by the business on account of the convenience as a matter of convenience.

In reply to my application for a list of goods that pay *two* at the places where stations for its collection is established, the Viceroy stated that all goods of every kind pay *two*. In important markets like Canton, Foshan, Chienyang, etc., special offices exist for the collection of the *two* (tax from the dealers; and these offices also receive the *two* tax from dealers in neighbouring towns and villages. Where there are no special *two* offices, the ordinary *two* stations collect the tax from the dealer; and the places where there are no *two* offices are not like stations, the *two* is levied on the goods as they pass, and the dealer pays the destination tax if he fails to do this, a collector is sent to enforce payment.

In the case of native produce, or of foreign goods in native hands and on native account, it may be safely assumed that the dealer at destination is never called upon to pay anything, for the good reason that all taxes, be they styled transit or destination, have been paid before the goods reached his hands. Native goods do not venture to take transit passes, so that all foreign goods in native hands are protected, and, like native produce, they must take their chance of unfair treatment on the journey. When foreign goods are sent into the interior under transit pass in a foreigner's name, the pass is now frequently respected to its journey's end, and even after the goods have been taken delivery of by the Chinese consignee they may, if the place is remote from a *two* office, be left unnoticed; but where there is a tendency for the trade to increase, the consular is called upon to pay the *two* tax which is theory is payable by all dealers alike.

I am, Sir,
Your obedient servant,
(Signed) BYRON BRENNAN,
Consul.

The Chairman, Hongkong General Chamber of Commerce, Hongkong.

Hongkong General Chamber of Commerce, Hongkong, 19th April, 1898.

Sir,—I beg leave to acknowledge receipt of your interesting despatch (No. 33) of the 21st ult. on the subject of the *two* or terminal tax, of the contents of which careful note has been taken, and I thank you cordially for the same.

My Committee learn with a certain amount of satisfaction that your endeavours to obtain a clear statement of the amounts chargeable under the heading of *two* at all destinations, in the effect that roughly speaking, most articles of foreign import are liable to pay a terminal tax of about 3 per cent, *ad valorem*, after being cleared for their destination under transit pass. That the machinery for collecting this charge

where it ought to be collected, viz., at the destination of the merchandise, is quite inadequate, affords ground for grave dissatisfaction, as a door is thereby opened to great abuses, which, in a proportionate extent, the privileges of the transit pass system—privileges it must be this Chamber's constant aim to uphold. In fact, it appears to the Committee, from the answer you have received from the Kwangtung Authorities, that we are almost as far from a knowledge of the actual taxation on foreign merchandise as we were before your application, and we shall feel obliged, before again addressing the British Minister on the question, if you will kindly let us know whether there is any likelihood of any change being effected in the present method of collection.

The present time appears to my Committee favourable for pressing the matter, and the Chinese Government may be willing to listen to proposals which are obviously calculated to eventually benefit their revenue.

I am, Sir,
Your obedient servant,
R. M. GRAY, Chairman.

To Byron Brennan Esq., C.M.G., H.B.M.'s Consul, Canton.

BRANCH POST OFFICES.

The Chamber of Commerce forwards the following letters for publication:—

General Post Office, Hongkong, 18th March, 1898.

Sir,—I have the honour to acknowledge receipt of your letter of the 18th inst. regarding the suggestion that branch Post Offices for ordinary correspondence should be opened at the following places, viz.:—

(1) Queen's Road W. near Bonham Strand.

(2) Wanchoi, and

(3) Kowloon.

I have no statistics on the subject, but am of opinion that the establishment of these branches would lighten the work of the Central Office as regards post outgoing and incoming mails, and it would appear that the claims of these localities cannot much longer be ignored.

I should be glad to learn any modification of the proposal that may occur to the Chamber.

I have the honour to be, Sir,
Your obedient servant,
(Signed) A. M. THOMSON,
Postmaster General.

The Secretary, Chamber of Commerce.

Hongkong General Chamber of Commerce, Hongkong, 25th March, 1898.

Sir,—I beg leave to acknowledge receipt of your letter of the 18th inst. regarding the suggestion that branch Post Offices for ordinary correspondence should be opened at (1) Queen's Road West, near Bonham Strand, (2) Wanchoi, and (3) Kowloon.

In reply I am instructed to say that, in the opinion of my Committee any step that will tend to accelerate the Postal service is worth trial, but they are not in a position to ascertain the requirements of the above localities. Before actually endorsing the proposed expenditure, moreover, they would be glad to have an estimate of the estimated annual cost of maintenance of branch Post Offices near Bonham Strand and at Kowloon.

With reference to the proposal to open a branch at Wanchoi, my Committee are inclined to think that this should be deferred until a trial has been made of the two first named branches.

I have the honour to be, Sir,
Your obedient servant,
R. CHATTEAUX WILCOX,
Secretary.

To Hon. A. M. Thomson, Postmaster General.

General Post Office, Hongkong, 26th March, 1898.

Sir,—I have the honour to thank you for your letter of the 25th inst., and in reply to inform you that, as your Committee is not in a position to ascertain the requirements of the localities in question, it is unnecessary to trouble them further in the matter.

I have the honour to be, Sir,
Your obedient servant,
(Signed) A. M. THOMSON,
Postmaster General.

The Secretary, Chamber of Commerce.

THE KWANGSI COAL DISPUTE.

The Chamber of Commerce forwards the following letters for publication:—

H. B. M.'s Consulate, Canton, 26th March, 1898.

Sir,—Referring to my letter of the 18th inst., I beg to inform you that I have now received the Fu Chien Magistrate's explanation of his action in putting an embargo on the coal purchased by Mr. Watts at Salwan in Kwangsi.

The explanation is that the coal was not the property of the seller and that the latter sold it to Mr. Watts whilst an action was pending as to its ownership.

I have communicated the Magistrate's explanation direct to Mr. Watts.

I am, Sir,
Your obedient servant,
(Signed) BYRON BRENNAN,
Consul.

The Chairman, Hongkong General Chamber of Commerce, Hongkong.

H. B. M.'s Consulate, Canton, 26th March, 1898.

Sir,—Herewith I enclose a copy of the letter of H.B.M.'s Consul at Canton dated March 26th and my reply thereto.

The Consul's letter contains the report of the Magistrate at Fu Chien, as to his reason for the action taken at Salwan when the people who sold coal to me were arrested and the coal seized.

I may add that if the man was doing wrong in selling coal he must have been doing it for a long time, and to a much larger extent for other people; in fact on the day I bought, and the following one he was delivering coal to a Chinese purchaser, but as soon as he enters into a contract with a foreigner, it is discovered that he has incurred the punishment of arrest and forfeiture of the coal.

I beg to recommend the matter once more to the notice of the Chamber, and to suggest that it is a good opportunity to ask that the Viceroy issue definite instructions to his subordinates not to interfere with the sale of coal or other minerals to foreigners or their Agents.

I am, Dear Sir,
Yours obediently,
(Signed) FRANK W. WATTS.

The Secretary, Hongkong General Chamber of Commerce.

H. B. M.'s Consulate, Canton, 26th March, 1898.

Sir,—I have now received the report of the Fu Chien Magistrate explaining why the coal purchased by you from Ho Chang Chang at Salwan in Kwangsi was not allowed to be exported. There was a dispute between the proprietor of the mine Chow Chien Chai and his partner Ho Chang Chang as to the quantity extracted, while the case was still *judice* the value of Ho Chang Chang sold to you certain coal claimed by Chow Chien Chai. The Magistrate caused this coal to be seized and judgment in the suit was delivered. Eventually the coal was adjudged to be the property of Chow Chien Chai.

Subsequently to this you purchased from Chow Chien Chai 20,000 catties of coal, which was rejected by you because it was inferior. The Magistrate said that there is no local demand for coal and the output of the mine cannot be disposed of unless it is exported, so that the local officials are far from wishing to put any obstructions in the way of exportation.

I am, Sir,
Your obedient servant,
(Signed) E. BYRON BRENNAN,
Consul.

F. Watts, Esq., 1 Victoria View, Kowloon.

1 Victoria View, Kowloon, April 4th, 1898.

Sir,—I now have to thank your favor dated March 26th containing the report of the Fu Chien Magistrate to the Viceroy on the matter referred to you on November 27th, 1897, and also for an extract from that report in Chinese.

It is satisfactory that a reply has at last been obtained, but the fact that the Magistrate who sends the report is a different man to the one who caused the arrest of the people and consequent non delivery of coal justifies the fear expressed in my letter of Jan 18th that a delay in getting an answer would result in the proper man not being found when wanted.

The statement that there was a dispute between the proprietor of the mine and his partner may or may not be true, but my complaint was that the man and his wife from whom I bought the coal were arrested and so prevented from completing their contract.

This same man, the seller, was to my knowledge ledge mining and selling coal for three months previously and according to report had been doing so for a much longer period, and also that on the day I bought the coal and the following one he was delivering to a local buyer—so the seller to me had been allowed to go on with his trade unmolested hitherto, but as soon as I appear as a buyer he and his wife are arrested and the coal seized.

My interpreter stayed in the neighbourhood for about 3 weeks, so it was perfectly easy for the Magistrate to notify him and to ask that the balance of the purchase money be paid into the Yamen, but this he did not do.

These statements of facts are borne out by the written account of the matter by my interpreter, and dated January 18th, a copy of which is enclosed.

The assertion that I purchased 20,000 catties of coal from Chow Chien Chai (or Chow Chien Chai) and then rejected it as inferior is entirely untrue. I sent out after Chinese New Year, then about a month distant.

The local demand for coal seems to have been sufficient to have caused it to be worked for many years past and the announcement that "the local officials are far from wishing to put any obstructions in the way of exportation" is satisfactory as far as it goes and for as much as it is worth, but it would be much more to the purpose if the Viceroy would notify the Magistrates and officials concerned in the coal regions of Kwang Tung and Kwang Si, that when foreigners make arrangements for the delivery of minerals, they should be allowed to be interfered with in any way, but to be allowed to make their own arrangements without official intervention, then there might be a chance of thoroughly testing official sincerity in this matter and also the capabilities of this great coal district.

I must still maintain that through the action of the Fu Chien Magistrate I was prevented from carrying out what I was perfectly entitled to do and thereby suffered damage to the amount of expenses incurred, profit on coal bought, and loss from interruption of business as stated in my account of December 20th, 1897, and further as it is quite useless to attempt to trade there until the people are freed from the fear of interference and exaction I must increase the claim for loss of profit on business for the intervening months as *per memo* attached.

I am, Sir,
(Signed) FRANK W. WATTS.

E. Byron Brennan, Esq., C.M.G., H.B.M.'s Consul, Canton.

THE "NAMO" ROCK.

The Chamber of Commerce has received the following letter:—

Custom House, Foshan, 6th April, 1898.

Sir,—In connection with the "Pinnacle Rock" Fund, I beg to inform you that on the 28th of March Mr. Harbour Master Stevens in conjunction with Captain P. of the Chinese gun vessel *Naming*, discovered a submerged wreck, believed by Captain P. to be that upon which the British S.S. *Namoo* struck in October last, at the entrance to the Hailan Straits.

I enclose herewith a copy of the notice I am about to issue in this connection.

I am, Sir,
Your obedient servant,
(Signed) H. EDGAR,
Commissioner of Customs.

To R. Chatteaux Wilcox, Esquire, Secretary of the Hongkong Chamber of Commerce, Hongkong.

FOOTCROW DISTRICT.

Local Notice to Mariners, No. 68.

[Spoken Rock off West side of Brown Rock, Tessauro Group, of Brown Rock, Tessauro Group of the westward of Brown Rock, Tessauro Group of a rocky patch about half a cable long in a North and South direction, by about three quarters of a cable wide and having two pinnacles about 30 yards apart near its middle, on which there is a depth of not more than 4 feet of low water of spring tides.

From the two pinnacles of the patch the highest part of Brown Rock bears E 1/2 S, the highest part of Fairway Island S 1/2 E, and Cow's Horn S 1/2 W.

When coming through the Hailan Straits from the Southward if wishing to use the channel to the Westward of the Tessauro Group, should, after passing Slat Island steer so as to bring Brown Rock open to the eastward of Fairway Island—N 1/2 E. Keep this mark on until Cow's Horn bears W.N.W. which will lead clear of the rocks lying 1/2 miles S by E of Cow's Horn point, and steer so as to pass about 1/2 mile to the westward of Fairway Island.

Then gradually bring the west point of Slat Island in line with the west end of Fairway Island S.W. which will lead about 2 cables west of Brown Rock. Keep this mark on, being careful not to open Slat Island west of Fairway Island when nearing the Namoo Rock, until Great Dragon Island, [the north-eastermost island of the Tessauro Group] is open to the northward of Brown Rock, when a N.E. by N course may be steered for Slat Island.

Brown Rock may be passed safely at a distance of one cable to the westward.

The local fishermen seem to be positive that the Namoo Rock is the only uncharted danger in this vicinity.

(Signed) L. STAVINS,
Tide Surveyor.

Approved: H. EDGAR,
Commissioner of Customs.

Custom House, Foshan, 1st April, 1898.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

QUARANTINE EXTRAORDINARY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—I really think it is high time something was done to improve the manner in which the medical inspection of steamers from Canton is conducted here. As an eye-witness I can state positively that the way it is carried on is unfair to some shipowners and very vexatious to passengers.

I was a passenger by the *Tai On* from Canton. There were three European passengers and about 700 Chinese. The vessel got into the quarantine ground at 2.30 a.m. and there was another steamer then there. About 6.30 a.m. the *Falsham* arrived from Canton. It was 7.30 before we saw any signs of the Health Officer, who proceeded on board the *Falsham* after passing her he came to the *Tai On*, then keeping us an extra hour waiting. The passengers were walked past the medical man and as the Chief Officer did not make the Chinese gentlemen in the first place heard with coolies and walk past the "Doc." the latter, who could have examined the few first-class Chinese in about five minutes, got very angry. He said he would keep us waiting all day and although begged by the Chief Officer to pass as he left and boarded the *Choyang*.

After doing the *Choyang* he kindly condescended to come back and pass us so as to enable us to go into the Co's wharf and discharge the living freight. Then he went off to a launch, and finally made for a big steamer in the distance.

Now it was galling enough to be kept from 2.30 a.m. to about 8.30 a.m. to get "inspected" without being held over until the *last arrival* had been put through and without having fault added to injury in the manner indicated. Surely, Sir, the least the travelling public can expect is that the Doctors will work on the principle of "First come, first served."

That is not much to expect. The whole process of examination is a ludicrous farce. Even the cooler laugh at the Doctor's remarks about a way the Doctor feels them. If there are not enough Doctors here to carry on the quarantine business in a prompt and proper manner would it not be better to give it out altogether or import a few more? John Bull ought to be able to pay for a proper service, if such service be really necessary.

Yours truly,
EYE WITNESS.

Hongkong, 18th April, 1898.

THE WRECK OF THE "CHING PO."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—I enclose herewith a copy of the *Journal*, an article under the heading "The wreck of the *Ching-Po*." Extraordinary occurrences appear on which, if you will kindly grant me the space, I would like to make a few comments.

Your paper says Mr. Woods hurried down from Wuchow and installed himself on board the stranded vessel without the knowledge or consent of her Captain or Owner.

The facts, that Mr. Woods was on a trip from Wuchow to Te Ching (the Chi) less than 3 miles above Te Ching to visit his agency at the latter place, and when abreast of the *Ching-Po* it occurred to him to visit the wreck, which upon boarding he found entirely deserted. Considering that all the gear, with which an attempt could be made to save the *Ching-Po*, such as boats, anchors, ropes, block tackle, had been removed from the vessel Mr. Woods naturally thought that the vessel had been abandoned and thereupon took possession, with the intention of saving her and handing her over to his rightful owners upon payment of proper salvage.

The statement that Mr. Woods received a message from his own Solicitor by wire—*Ed. H.K.T.*—but he did not receive a letter from the British Consul at Wuchow ordering him to leave the wreck and repeat order, leaves *Ching Po* immediately, whereupon Mr. Woods left.

The remark that Mr. Woods's action has delayed salvage operations is misleading, in so far as the people not acquainted with the facts of the matter might be led to believe that he endangered the chances of ever getting the vessel off. [Our statement is not misleading. Mr. Woods prevented the daily authorized salvage party from boarding the ship—*H.K.T.*]

On my last trip to Wuchow I passed the wreck and found that Mr. Woods had her along between several large native boats in an upright position, and had the river line the only effect would have been to float the wreck and leave her suspended between the banks, he also took the precaution of running additional ground tackle out as the vessel was only anchored with one anchor and a very much worn cable. Any delay in the operation has been surely incurred before Mr. Woods boarded the *Ching Po*.

I am, Sir,
Yours faithfully,
H. C. SHERMAN,
Master.

S.S. *Doring*.

Hongkong, 19th April, 1898.

[We have been obliged to strike out part of Mr. Sherman's letter, not from any disinclination to give everybody a fair hearing, but because the paragraph would be actionable and refers to what does not concern the writer—*Ed. H.K.T.*]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Kindly ask you to give publicity to a sore grievance which passengers and shipowners have relative to the restrictions issued by the Sanitary Board of Hongkong as to vessels arriving in the Harbour from either Canton or Macao.

During the prevalence of the Plague those two ports are declared to be infected, and therefore, vessels arriving from them are subject to a medical inspection ere they are allowed to proceed to their respective Wharfs. Now I ask, why vessels which leave Canton about 5 p.m., and arrive at the Quarantine Ground about 1 a.m. the following morning, cannot be granted the same privilege as vessels which leave Canton about 11 a.m. and arrive at the Quarantine Ground about 5 p.m.?

On board an average of from one hundred to a thousand passengers are crowded to their sills, and would it not be conducive to good health if those passengers could be delivered from their huddled up condition, (which they are subject to on board) as soon as possible. I certainly think that as daylight came in, the ships should have their medical inspection, and, providing pratique is furnished, get their passengers landed without delay. I am sure to draw your attention to what happened to the *s.s. Hot Tong* on Sunday last—that vessel arrived at Hongkong from Macao at 12.10 p.m., and was only granted pratique at 4 p.m., and the ship would probably have had to stay the night in Quarantine, had not the Master hailed one of the Police launches, and asked the officer to communicate with the Medical Inspector that the ship was waiting for him. It need hardly be said the great inconvenience that was caused to some of the passengers who were

Europeans, and who loudly protested against such treatment. In conclusion, I must further add that the *Hot Tong* was to have sailed for Canton with passengers at 6 p.m., therefore, that trip had to be abandoned in consequence of the pratique not being granted before 10 p.m. Trusting Sir I am not encroaching too greatly for space in your valuable paper for this insertion,
I remain,
Yours truly,
A SUFFERER.

Hongkong, 19th April, 1898.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL JURISDICTION.

(Before His Lordship Sir T. W. Carrington, Kt., C.M.G., Chief Justice.)

Tuesday, April 19th.

A JURYMAN FINED.

Thomas Yule was called.

The Deputy Registrar (Mr. Seib)—Mr. Yule was absent yesterday, my Lord, when his name was called.

The Chief Justice—Mr. Yule, when your name was called yesterday you did not answer. Mr. Yule said that he had a lot of business at the office yesterday and it slipped from his memory. He remembered at 25 minutes past ten that he had to appear at the Court and he went there but the jury had already been called.

The Chief Justice—Such an important matter as this should not slip from your memory. Every jurymen will say this and what are we to do? The result was that instead of doing your service somebody else had to do it. You are fined \$5.

OBTAINING MONEY BY MENACES.

Mok Lai Sun was charged with feloniously and with menaces demanding from one Lai Yung Hon the sum of \$170 with intent to steal the same on 19th June, 1897, in Hongkong, and on the second count with stealing the \$170 on the same day.

Prisoner pleaded not guilty.

The Attorney General (Mr. W. M. Goodman) instructed by the Crown Solicitor (Mr. H. L. Dennis) prosecuted and Mr. J. J. Francis, Q.C., (instructed by Mr. J. Hastings) appeared for the defence.

The following jury was empanelled, F. M. Cams, A. A. H. Belloh, J. E. Gomes, H. J. M. De Figueiredo, J. A. Gomes, C. H. Rogge and R. E. Humphreys.

Mr. Cams mentioned that he had served in the jury yesterday.

The Chief Justice said that it was no reason why he should be excused. It was only half a day's trial but if it had been a long trial he would let him go.

The other gentlemen in the panel were given permission to leave, this being the only other case in this session.

The Attorney General, in explaining the facts of the case, said that the defendant had a brother, Mok Lai Ye, who was a student apothecary in the Government Civil Hospital last June and July, but was not in custody and what was alleged was that they used the position which they had by forcing a scheme in which they could request a Chinese doctor of a considerable sum of money on the ground that he had given a prescription which was of a poisonous nature, and to frighten him that he would be put in goal unless he paid a large sum of money. The Government analyst had examined the prescription and there was not a shadow of foundation that the prescription was poisonous. It appeared that some time in June the complainant, a Chinese doctor and who had a share in a drug shop, had a patient and a prescription he gave was for a cough. For three days he prescribed for the patient

